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[462]

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Hongkong, 29th April 1909. [427]

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Hongkong, 4th December, 1907. [444]

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Hongkong, 5th October, 1908. [443]

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Correspondents must forward their names and address with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.

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**The Daily Press.**

HONGKONG, JUNE 30TH 1909.

THE Reports of the Royal Commission on Shipping "Rings" (a lengthy summary of which appeared in our Monday's issue) are naturally of considerable interest to the mercantile communities in the Far East. This Commission was appointed nearly two years ago to inquire into the operations of the Shipping "Rings" or Conferences generally, more especially into the system of deferred rebates, and to report whether such operations had caused or were likely to cause injury to British or Colonial trade, and, if so, what remedial action, if any, should be taken by legislation or otherwise. The result of these labours is two elaborate Reports—Majority and Minority Reports—which do little more than give to the world a description of the operations of the "rings," and suggest systems of control, short of legislation, to check the admitted disadvantages which are inherent in monopolies of all kinds. Even the Majority could not avoid the conclusion that a Shipping Conference making use of a system of deferred rebates does possess, so far as the shipper of general merchandise is concerned, a limited monopoly; but they considered that where a regular and organised service is required, the Conference system, fortified by some tie upon the shipper, is, as a general rule, necessary. They attribute to the system the advantages "which are usually associated with monopoly, viz., organisation, economy in production, avoidance of wasteful competition owing to duplication &c.," but they are constrained to mention that the system

also has its disadvantages, which they do not specify but refer to as "those which are usually inseparable from a monopoly not subject to control." The Majority adopt as their main recommendation the suggestion that "all that is required to check abuses of the Conference system is that the shippers and merchants in a given trade should form themselves into association, so that they might be able to present a united front to the Conference when any controversy arises." Verily, the mountain in labour has brought forth a mouse! Substantially such associations have existed, and in the very nature of the circumstances, must always exist.

The English, French and German Mills of the 29th, 25th May and 3rd June were delivered in London on the 28th inst.

Mr. S. A. Seth, secretary of the Dairy Farm Company, leaves for home to-day by the Hirano Maru." Last night he was the recipient of a handsome dressing case and other articles presented in recognition of his valuable services at a dinner to the Victoria Recreation Club.

The manager of the Kwong Wo Loong firm, 356, Queen's Road Central, has informed the police that he has received private telegrams from Shanghai intimating that a man named Ng Pak Tong has embezzled \$43,000 and absconded. He suspects that the man has come to Hongkong.

Our London correspondent writes—I learn that Mr. and Mrs. Lawrence Gibbs will leave in a week or two on their return to the Colony and will go, as they came, by way of Siberia, having been highly pleased with their overland journey. Instead, however, of going by rail to Moscow they will this time proceed to St. Petersburg by steamer.

His Excellency Kao Erh-chien, Chinese Commissioner to the Macao Delimitation Conference, accompanied by Mr. Harris, Chinese Commissioner of Customs, called on His Excellency the Governor yesterday, and afterwards called on the Portuguese Consul, subsequently visiting the other Consuls during the day. It is not expected that the Conference will commence its sittings before Monday. General Machado, the Portuguese Commissioner, returns from Macao to-day.

"Our share in the Shire Line, which trades from London to Ceylon, the Straits Settlements, China and Japan, is (said the Chairman of the Royal Mail Line) gradually developing, and this Company is in a position to take advantage of any improvement in the trade of the East, or any great awakening of China, which many people foretell; which, of course, I fully realise may be many years coming about, but undoubtedly China is being gradually opened up with railways."

When the Austrian Lloyd steamer *Erzherzog Franz Ferdinand* arrived here from Shanghai, a man who was being conveyed to Austria on a charge of forgery was brought before Mr. Hazeland at the Magistrate on Saturday and remanded in gaol until yesterday morning, when he was handed over on another order to the Secretary of the Austro-Hungarian Consul, who, accompanied by Det. Inspector O'Sullivan, conveyed him on board the ship, which left here yesterday.

The Singapore Free Press in a leading article on the discussion which has taken place in the Hongkong Legislative Council on the Opium Bill, says:—"Like Hongkong we shall need to protest against changes in systems or practices which damage us. Some of the changes have been adopted. And we, too, may need to ask for Imperial assistance to augment our sources of revenue, destroyed by the action of the friends of the present Government. The experience of this Colony, in the past, of the Colonial Office combined with the Treasury, has not been so satisfactory as to lead us to accept unhesitatingly the principle of 'sacrifice the revenue and trust to us afterwards to make it up.' That is what the Hongkong members were asked to do, and they naturally objected.

Colonel Bruce, the Superintendent of Police at Shanghai, mentions in his report that there are a great many unemployed foreigners in Shanghai; so many that their number "would come as an unpleasant surprise to many people." There seem to be three classes of them: Unemployed, honestly so-called, who would work if they had the chance; Unemployed who don't want to work at all so long as they can find other people to keep them, and whose designation should rather be Unemployable; and lastly growing youths, mainly Eurasian, "who require to be strictly and constantly supervised in order to keep them out of mischief, and I regret to say, at times out of crime." Larceny and obtaining goods under false pretences figure amongst the chief crimes of which these youths are guilty. How to secure these boys a chance to live respectable lives is, the report says, a matter for the community rather than the police.

## THE FORTHCOMING CAT SHOW.

Although the announcement has been made in several local newspapers, it does not seem to be generally known that a Cat Show is contemplated at a not remote date. It is believed that the idea comes from His Excellency the Governor, and the matter is now in the hands of the Sanitary Department. What steps they have taken in the matter have not transpired, but we are informed that a committee representative of both sections of the community has been appointed to make arrangements.

Of course there can be no prize without a prize fund, and though the prizes awarded will not be large or valuable it nevertheless entails a considerable sum of money to provide the prizes. Subscriptions to this prize fund are to be invited, and doubtless there should be a good response from our wealthy citizens.

A letter dated the 9th inst from London via the Siberian route was delivered yesterday in Hongkong, 20 days in transit.

The Douglas Steamship Co. announces a reduction of 20 per cent. on first class fares to Foochow during the months of July, August and September.

A Chinese widow, residing at 192, Hollywood Road, reports to the police that yesterday while she was asleep in the house someone stole from her person ten \$10 notes and a promissory note for \$500.

Our representative made inquiries yesterday and learned that the matter is being seriously taken up. He was told that the cats would be judged on certain well defined distinctions which indicate certain characteristics. For instance, a certain shaped head betrays cleanliness, and other points can be judged in a similar way. Having in mind the Board's idea of the value of cats as rat destroyers, he asked if there would be any awards for good rats, and he was further informed with a smile, that the qualities of the felines in this direction would be tested by properly organised rat-hunts. If that be so, there can be little doubt of the success of the forthcoming exhibition from the public standpoint. Such rat-hunts will be sure to draw large gatherings.

## TELEGRAMS.

[Protected by the Telegraphic Message  
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[REUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS".]

## THE WELLMAN POLAR EXPEDITION.

LONDON, June 29th.

Mr. Wellman's balloon shed at Spitzbergen has been blown down in a gale, and it is doubtful whether the expedition will start for the Pole this year.

## THE MARSEILLES STRIKE ENDED.

LONDON, June 29th.

The strike of naval Reservists at Marseilles has terminated and the mailboats have resumed their calls at the port.

## THE BRITISH HOME FLEET.

## THE RESULT OF THE INQUIRY.

LONDON, June 29th.

The "Daily Mail" says it is understood that the findings of the Sub-Committee on Imperial Defence with regard to the statement submitted by Lord Charles Beresford dealing with the readiness (or unreadiness) of the Home Fleet, justifies the Admiralty.

It is doubtful whether the Report will be published.

## PRINCE BUELOW.

LONDON, June 29th.

It is expected that Prince Buelow will resign the Chancellorship within a fortnight.

[FROM THE "CHUNG NGOI SAN PO."]

## VICEROY CHANGES.

VICEBOY CHANG TRANSFERRED.

PEKING, June 29th.

H.E. Tuan Fang, now Viceroy of Nanking, has been appointed Viceroy of Chihli.

H.E. Chang Jen Chung, now Viceroy of the Two Kwang Provinces, has been appointed Viceroy of Nanking.

Yeang Shu Fan, now Governor of Shantung, has been appointed Acting Viceroy of Canton, and Shun Po Ki is appointed to act as Governor of Shantung.

CANTON.

(FROM OUR CORRESPONDENT.)

27th June, 1909.

## A JAPANESE MURDERED.

It appears that the foreigner who was murdered at a village in the Tsing Sheng District was a Japanese travelling agent. It is reported that he was representing a firm of Japanese chemists and druggists. The Japanese had a coolie with him who was carrying his luggage; the villagers murdered both of them and threw their bodies into the river. The Japanese Vice-Consul and several deputies of the Viceroy are investigating the matter.

## PURCHASING A STEAMER.

The Viceroy is negotiating with a German firm here for the purchase of a steamer which will run to and from the Paracel Islands. The vessel, which is now anchored off the Shamen Bund, has been inspected by Admiral Li Tsun.

## COMPENSATION TO MISSIONARIES.

A few days ago \$1,500 was paid over to the United States Consul-General here by the Chinese Government as compensation for the destruction of a missionary house-boat by a mob in Koon Yew some time ago. The master was settled by the Peking authorities and the United States Minister.

## INFANT "ANTI-CHRIST" TRAMPLED TO DEATH.

## SUPERSTITION IN RUSSIA.

The forty Russian peasants who were charged with the murder of a two-year-old boy, whom they trampled to death in the belief that he was "Anti-Christ," and as such, responsible for the failure of their crops, have just been tried. All were acquitted except the instigator of the crime, who, says Reuter's St. Petersburg correspondent, was found to be suffering from religious mania.

The killing of this baby boy was one of the most remarkable cases of superstition recorded in modern times. Firmly convinced that the child's presence in their village was the cause of the failure of their crops, the peasants held a council branded him as "Anti-Christ," and with the consent of its father, trampled it to death, the mother being the only person to protest.

## SUPREME COURT.

Tuesday, June 29th.

## IN APPELLATE JURISDICTION.

## BEFORE THE FULL COURT.

## A COMPRODOR'S LIABILITY.

The appeal was continued against the decision of the Chief Justice in the action in which Messrs. S. J. David and Co. proceeded against their compradore, Chan Ut Chiu, to recover \$648,816.

Messrs. D. MacNeil and C. G. Alabaster, instructed by Messrs. Johnson, Stokes and Master, appeared for the appellants (plaintiffs), while Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Shadie, instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston), represented the defendants.

Mr. MacNeil proceeded with his argument. The points he wished the Court to have in its mind when it came to the construction of the agreement were—First, that it was a simple ordinary transaction; second, that the documents setting forth that transaction were prepared by an experienced and capable draftsman; third, that the parties were a firm and a compradore; fourth, that the compradore was engaged by the firm upon condition of his executing the mortgage and agreement; fifth, that the mortgage and agreement contained an enumeration of the compradore's duties, because (1) it was impossible to say that they were fully enumerated in the agreement, and (2) because one of them was enumerated in the redemption clause, namely, the duty of paying Chinese losses; Sixth, that inasmuch as the firm would not engage a compradore except upon condition that he entered into this mortgage and agreement it might be assumed that they considered his doing so would make it a little more certain that he would perform his duties if they allowed him to take them up. In fact, the terms of the mortgage and agreement did make it a little more certain that the compradore would perform his duties, the conclusion being that this mortgage was intended to secure the performance of the compradore's duties. Those were points Counsel desired their Lordships to have in mind when they came to consider the documents. It was not stated that the firm asked the compradore to be their compradore.

The Chief Justice—There is this fact, if the firm did not get this compradore they would have got another on the same conditions. I don't think that aspect can be overlooked.

The Puisne Judge—There is one other point, and I don't know whether it was touched on in the Court below. It occurs to me that apparently these losses took place at a time when, so to speak, the bottom had dropped out of the market. Can you assume that he intended to secure the firm in all their contracts, or was it not intended to secure them against the default of occasional customers?

that into it. These agreements were drawn up in contemplation of the ordinary course of business. That was to say, a man put up a small security to do a big business which everyone hoped was going to be done profitably. But a time of sudden disaster was liable to come, and then it was that the security proved totally inadequate. He quite understood what the Puisne Judge meant, and agreed with it, but these deeds were drawn up in contemplation of the ordinary course of business, and the ordinary course of business must involve the possibility of sudden disaster. Coming to the first point of construction, Counsel said he was prepared to maintain that this mortgage contained an absolutely unambiguous covenant to pay the losses under Chinese contracts, and for this simple reason that the mortgage contained an enumeration of the compradore's duties, and "duties" meant things which the compradore was bound to do, and if he chose to state in an agreement or a mortgage what his duties were he was compelled to perform his duties. If a man entered into the service of someone else to perform certain duties (the arrangement might be verbal), he undertook to do those duties when he entered that man's service. If, on the other hand, a party embodied the arrangement in writing, the duties were undertaken in writing just as they would have been undertaken verbally in the first mentioned case. He maintained with great confidence that the compradore had undertaken expressly and without the smallest shadow of ambiguity to pay the losses incurred on Chinese contracts. If more was required, the mortgage deed gave express power to demand from the compradore the payment of Chinese losses. He would submit, further, that there was an equally expressed undertaking, quite free from ambiguous terms, in clause 3 of the agreement.

Mr. MacNeil, proceeding after tiffin, said the words in clause 3 of the agreement, "as aforesaid," required an absolutely rational meaning. They had, as far as he knew, no meaning in English except as mentioned above and already referred to. Their Lordships might think he had not referred to them, but he said he had, and it was for the Court to say whether any words in that clause justified his statement that he had mentioned them.

Mr. Alabaster said he would proceed to the points his learned friend had left untouched. The first of those was that the learned judge in the Court below had finally decided to ignore an admission in the bankrupt proceedings on the ground that there was a well-known rule where an agreement was reduced to writing that evidence obtained was an admission. It was quite true that that was a general rule, but like many general rules it had exceptions, and there were two in this instance. The first was with regard to consideration found where a document which contained a contract between the parties expressly stated that there

was no consideration, yet they were allowed to go elsewhere to prove there was consideration. The other exception was with regard to administration. The whole idea of a mortgage was to secure some obligation, and it could not be compelled to do anything more than that. The effect of these documents were meaningless.

The Chief Justice—I don't think that is the effect of it.

Sir Henry Berkeley—You've given our meaning, not theirs.

Sir Henry Berkeley, proceeding, told the Court it was well to remember at the outset the nature of this claim which the appellants made against the respondents. It was that the respondents should be liable for the debt or default of a third person. Such a liability was one which must, under the Statute of Frauds, be imposed by a writing—some written agreement or some memorandum in writing to testify to the agreement imposing the liability. In the covenant there was no implied liability to pay the debt of a third person unless that implication arose as necessary from the construction of some written agreement or what was equivalent thereto. It was therefore at the outset clear that no such liability could be imposed. They had nothing to do with the business relationships of the parties by concluding an agreement by which one sought to make the other liable to a debt of the third. An implication could only arise in the words used in the agreement, or to put it in another way, the agreement must in expressed language impose the liability to pay the debt, or from the language used, a necessary implication must arise therefrom. To carry his learned friend's contention on that point to a logical conclusion, there would be no necessity to have any compradore's agreement at all. It was evident that they had to look at the written terms of the agreement made between Messrs. S. J. David and the respondent and nothing else. The respondent in this case contracted in two distinct capacities: first of all he contracted as compradore, and then he contracted as surety for the compradore. In the second capacity of mortgagor the respondent was a surety, and he was entitled to all the protection which the Courts gave to a surety. The mortgage was a security of a surety, and would have to be construed with stringency. While there was an agreement between the parties there was no such agreement as set out in the appellants' statement of claim. The hearing was further adjourned.

## CASES AT THE MAGISTRACY.

A Chinese shopkeeper was yesterday fined \$75 for using unjust weights and measures.

For being found in possession of opium one man was fined \$250 and another was fined \$150.

Two men arrested on a charge of piracy at Deep Bay were brought before the Magistrate yesterday and remanded.

On Monday two careless coolies in charge of a donkey cart allowed it to run over the foot of a Chinese, who had to be sent to the hospital. The men were arrested and brought before the Magistrate yesterday and remanded.

The Macao boundary is

## HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

May 28th, 1909.

## UNIVERSAL PENNY POSTAGE.

The Handelsvertragverein, a society, the object of which is to promote German trade with foreign countries and to initiate and support measures for its expansion, has recently published a pamphlet on universal penny-postage and the urgent necessity of its adoption by all countries, from which I take the following interesting particulars:

It appears that early in the eighteenth century a uniform rate of 6 Kreuzers for foreign letters existed in Austria, half of which had to be paid by the sender and the other half by the addressee, but that after it had been repeatedly raised it was abandoned in 1810, a graduated scale taking its place. The charge for inland letters in Great Britain before, thanks to the untiring efforts of Sir Rowland Hill, it was reduced to a penny for any distance, used to be 4d for the nearest zone, with another penny for every additional zone up to 17d, every enclosure being counted as a separate letter, hence the habit which is now fortunately dying out of crossing and recrossing one's writing. Gradually, but with some hesitation, other countries followed the example of Great Britain and reduced the rate to a corresponding small amount in their own coinage. In 1837 Sir Rowland had already demonstrated that where a well regulated postal service existed, distance was of little or no account in the calculation of cost, and as early as 1841 the idea of an international postal union was already broached. The first step towards its realisation was the Austro-German postal convention in 1851, which included seventeen different administrations. The rate was not a uniform one, but depended upon the distance, being double for the second and treble for the third zone; the principle, however, was laid down that the state from which the letter was sent retained the amount paid. In 1875 an agreement much on the same lines was entered into by the leading countries, and in 1878 the International Postal Union was established as the result of the convention of Paris, the postage being fixed at 25c or its equivalent for letters not exceeding in weight 15 grammes, at 10c for postcards, and at 5c for every 50 grammes of printed matter. In the first half of the nineteenth century the transit rates through foreign countries had been the subject of special conventions between the different governments and had entailed a vast amount of actual labour in calculating the share due to each of them, besides considerable delays in transmission. For instance, an unpaid letter from, say the Brazils, addressed to Berlin was not forwarded at once to its destination on arriving in London, but a notice was sent to the authorities in Berlin informing them of the receipt of the same, and requesting payment of the postage due. The蒙古人 who had been engaged in London to pay the amount, after which the letter was sent on. Considerable delay and expense was thus incurred, contrasting strongly with the simplicity, despatch and cheapness of the present system, the advantages of which were speedily recognised and led to a rapid extension of the Postal Union. At the end of 1875 it comprised 22 countries of an aggregate area of 37 million square kilometres, with a population of 350 millions; by the end of 1879 38 countries had joined, covering 76 million square kilometres with 763 million inhabitants; at the end of 1900 the figures were respectively 42, 102 and 1,075, and at the end of 1907 they had risen to 130 countries, 140 million and 1,150 million inhabitants.

That the international rate of postage should have remained practically unchanged during all that time in spite of the enormous expansion of trade and commerce, the improved means of communication and their enormous extension, the increasing postal facilities they afford, and the spread of education, which by diminishing the number of illiterates adds to the number of letter-writers, seems inexplicable. In 1840 the length of railways in the whole world did not exceed 4,500 kilometres (3 miles), in 1855 it reached equal 5 English miles); in 1855 it reached 680,000, in 1870 212,000, in 1875 296,000, and in 1906 934,000 kilometres. There existed in 1873 only 47 trans-sea mail services, by the end of 1903 their number had risen to 245. The total of the international trade of the world, which in 1874 stood at 54 milliard Marks, is now computed at 125 milliards, whilst the foreign trade of the German Empire has in the same period increased from 6 milliards to sixteen. A corresponding growth of the industries in all countries necessitates the opening up of new markets, in doing which correspondence is a most important agent, and should therefore be facilitated in every possible manner. The following table shows its enormous development since the year 1875, the figures indicating millions:

	1875	1895	1905			
P.C.	Letters	P.C.	Letters			
Great Britain	1,008	87	1,834	314	2,914	848
of which to & from for countries	—	—	—	220	42	
France	348	20	796	53	1,187	49
of which took from for countries	43	—	102	4	172	9
Austria	195	21	425	150	682	462
of which to & from for countries	43	3	117	39	223	134
Germany	542	63	1,217	460	2,346	1,503
of which to & from for countries	63	3	178	31	342	109

It will be noticed that in spite of the higher rate of postage, international correspondence has increased at a greater ratio than the home one. Now experience proves that cheap rates encourage writing, whilst higher ones lead to a

more restricted use of the post-office, a trifling sometimes turns the scales. When in 1905 the postage on circulars and advertisement sheets, forwarded together with newspapers and periodicals, in Germany was raised from 25 Pf. 50, the circulation dropped at once from 251 millions in the previous year to 236 in 1906 and 174 in 1907.

The reduction in the postage on heavy letters is no doubt a step in the right direction, but, as they probably constitute but 5 per cent., or at most 10 per cent., of the entire international correspondence, single letters have just claim to be similarly favoured. In no country has the internal rate of postage remained unaltered since 1875, and it therefore seems high that a reduction should be made on foreign letters. The German Postmaster-General, Herr von Stephan, declared in the Reichstag in 1885 that his idea was a uniform rate of postage for home and foreign letters, that on the latter to be reduced to the level of the former, and at about the same time Mr. J. Heniker Heaton moved a resolution in Parliament, which was supported by 150 members, that the government be requested to enter into negotiations with the postal authorities of other countries with the object of establishing an international penny rate.

The agitation has continued ever since and has been successful in so far as to have led to the introduction of a penny postage between Great Britain and her colonies, between Germany and her dependencies, between Great Britain and the United States, and to the conclusion of special postal conventions between neighbouring countries in all parts of the world. There appears to be no reason therefor why its general adoption should suffer further delay.

## DEATH OF HERZ VON NEUMAYER.

The news of the death of Herz Georg von Neumayer, at Neustadt O/H in the Palatinate of the Rhine, in the early hours of the 25th inst., will cause universal regret in scientific and nautical circles. He was born in 1829 in Kirchheimbolanden on the Rhine, the son of a high legal functionary; he studied in Speyer and Munich, but after two years spent at these universities he took service as a common seaman on board a Hamburg sailing vessel bound for the Brasil in 1849, actuated by the desire to supplement his theoretical acquirements by practical experience and personal investigation. On his return he accepted the post of lecturer on navigation first in Trieste and then in Hamburg, but, having in 1851 passed his mate's examination and having subsequently obtained his master's certificate, he went to sea again, and in 1853 sailed before the mast for Australia, where he visited the goldfields of Victoria and explored the Murray river. He returned home in the following year, but two years later started again for the South Seas, being charged by the King of Bavaria Maximilian II. with the investigation of certain scientific problems, chiefly the Melbourne Observatory, which a few years later was taken over by the government of the colony, he retaining, however, the entire management. During the seven years he held this post he added, by careful observation and untiring application, much to our knowledge of meteorology, hydrology and other sciences connected with the ocean and its navigation, and gradually came to be generally acknowledged as an authority on all such matters. In 1864 he returned to Germany where he took up his abode in Hamburg, devoting his time and energies to the continuance of his favourite studies. He took a lively interest in the foundation of the "Seewarte," an institution for the pursuit of such studies, in 1868, and when in 1871 it was taken over by the imperial government he was made its head. Prior to this, however, he had in 1872 accepted an appointment as Hydrographer to the Admiralty in Berlin, the title of professor being granted him a year later.

The following is a translation of the message wired to Prince Ito by H. M. the Emperor of Korea, as follows:—

"I cannot help but feel great regret at the news that you, so dear to my heart, have resigned the post of Resident-General. Here in Korea the Government principle is being gradually established and the people getting rich and assured of peace; all this I acknowledge I owe to you. You have always made good my neglect and default by toilsome labour and by the exercise of your utmost energies, while attending to your duties in a very thorough manner. Indeed your services have been magnificent. I hereby offer my profound gratitude to you for your guidance and splendid counsel for four years past. I seize this opportunity of wishing you continued good health."

In acknowledgment Prince Ito wired to the Korean Court expressing his deep gratitude and stating that at no distant date he will be able to offer his thanks personally to His Majesty for the honour and gracious treatment given him during years past.

A SUGGESTION TO ENGLAND.

I may mention as a sign of the times that at the banquet held in Berlin in celebration of the "Empire Day," a remark made by one of the speakers to the effect that one of the German institutions the English people would do well to adopt, viz., universal service, was received with general applause.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for to-morrow. The Orders of the day are:

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Committee on the Bill entitled An Ordinance to amend the Patents Ordinance 1892.

The Hon. Mr. W. J. Gresson will bring up the report of the Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

## ANOTHER OPIUM EDICT.

On the 17th inst. an Edict was issued "under the official seal of the Prince Regent on behalf of the Emperor" with regard to the Opium Question. It recalls the fact that an Imperial Decree was issued on the 24th day of the 2nd moon this year (15 March, 1902), ordering strict steps to be taken by the authorities concerned for the suppression of opium-smoking as well as the cultivation of the poppy. "It has now been brought to our notice," says the Edict, "that of the officials of various Yamen in Peking sent to be examined as to whether they are opium-smokers or not, the majority of them are petty officials not occupying permanent positions, and that many of these holding important offices have not yet been sent to be examined. Moreover, there are those who have contracted the opium-smoking habit again after once getting rid of it, thus showing there is laxity in enforcing the Edict."

The Edict insists on the importance of suppressing the opium habit among officials, and notes that the reports with regard to the progress made in the direction of stopping the cultivation of the poppy in the Empire indicate that "strict steps have been taken to attain the desired end." Then follows this remarkable sentence, which possibly has suffered somewhat in the translation:—

"If opium smoking should be indulged in as heretofore after the entire suppression of cultivation, it would lead as a matter of course to the exclusive use of the foreign drug, thus deepening the opium-smoking habit, wasting more money, and increasing evil to an infinite extent, whilst it would be detrimental to the welfare of sanitation and the means of subsistence of the people."

The High Commissioner for the Suppression of Opium is commanded to direct that all the Yamen outside Peking shall make strict investigations into the conduct of officials with regard to opium-smoking. At the same time the Provincial Viceroy, Governor, General and Admirals, and all other officials concerned as well as school-masters are required to make investigations and to take steps calculated to wipe out opium-smoking among all officials, civil and military, and in schools in the various provinces. The suppression of opium-smoking and cultivation of the poppy must go on simultaneously. The various Yamen outside Peking are commanded to strictly observe the Edicts repeatedly issued; if they fail in this respect they are to be dealt with by the Government.

The Governor of Hunan in a report to the Throne states that he found on investigation that "over one thousand persons" among the civil, military and naval officials had acquired the opium-smoking habit, and a time-limit was set in which they are required to give it up. Anti-opium bureaux have been opened in forty different centres and about 20,000 persons in all have abandoned the habit. Cultivators have been ordered to grow wheat or rice in place of poppy, and inspectors have been ordered to see that these orders are obeyed. Anyone disregarding the instructions is threatened with severe punishment."

## THE COTTON TRADE.

The quarterly report of the executive council of the operative cotton spinners in Great Britain states that the condition of the cotton trade remains unsatisfactory and there seems no immediate prospect of any improvement in the situation. Though no organised system of short time has yet been put into operation, a good number of mills are running less, though the whole situation is changing less, though the unwarrentable rate at which mills were built when trade was good. The reconsideration of the length of the normal working week in the trade is one of the items of business for the quarterly meeting. The report goes on to refer to the proposal for compulsory insurance of workmen against unemployment which, it says, is a step in the right direction. It adds:—"Under our present system no provision whatever is made for unemployment except what is made by the workman himself through his trade union, but since all work is carried on for the mutual benefit of the employer, the operative, and the general community, there is no reason why the employer and the State should not bear their share of the burden of unemployment when it occurs." In the first instance it is suggested that the system of compulsory insurance should only be tried in the trades where employment is most precarious. The textile trades are not included, but the matter is none the less important, on that account, for if once the principle is put into operation it may ultimately be extended to the whole of the trades.

## THE RESIDENCY GENERAL IN KOREA.

## KOREAN EMPEROR'S MESSAGES.

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The J.-C.-J. Lijn str. Tijlstrouw left Moji for this port on the 23rd instant a.m. and may be expected here on or about the 4th prox. The N.Y.K. str. Kameo Maru (Australian Line) left Kobe for this port via Moji and Nagasaki on the 29th instant, and is expected here on the 6th prox.

A telegram of respectful thanks was received from Viscount Sone.

LATEST STEAMER MOVEMENTS.

A REMARKABLE AIRSHIP FLIGHT.

Count Zeppelin at the end of May made a cruise lasting 37 hrs & 40 minutes. The

course of the journey north was roughly Fried-

richshafen, Ulm, Nuremberg, Bayreuth, Hol-

zwickau, Zwickau, Gera, Leipzig, and Bitterfeld

Halle. Zeppelin sailed westward over Halle

He descended near Goppingen on the 31st ult.

## ECHOES FROM EVERYWHERE.

AN AIRSHIP FERRY.

A London cable dated the 23rd inst. says:—A private company announces that in September it will inaugurate an airship service between Paris and London. It is stated that the airship will carry twenty-five passengers.

ROYAL MARRIAGE RUMOUR.

Rumours are circulating in Court circles at Madrid of an approaching marriage between Prince Alfonso of Orleans, son of the Infanta Eulalia, aunt of King Alfonso, and Princess Beatrice, daughter of the late Duke Alfred of Saxe-Coburg-Gotha.

CITICISM OF FOOTBALL SPECTATORS.

Mr. P. M. Walters, the old international football player, in a letter of apology for non-attendance at the annual smoking concert of the Surrey County Amateur Football Association, stated that the spectator was the curse of modern football. Spectators begot riches, he said, and riches vicious football—the paying of others to play instead of playing themselves.

NOT IMPOSSIBLE.

An old bachelor lawyer, residing in an old New England community, bought a pair of socks and found attached to one a paper with the words: "I am a young lady of 20, and would like to correspond with a bachelor with a view to matrimony." The name and address were given. The bachelor wrote, and in a few days got the reply: "Mamma was married 20 years ago. Evidently the merchant of whom you bought those socks did not advertise, or he would have sold them long ago. My mother handed me your letter and said possibly I might suit. I am 18."

RATS.

The following letter addressed to the Editor of *Country Life* is worth quoting for the simple means that it offers of combating rats.

Sir,—I notice your leading article and letter in last week's number of *Country Life*. Might I suggest to "C" that he has not done so already he should try powdered caustic soda put down below the scullery sink and in places where they will drive them out of their house. It does not kill them, but burns their feet, and they are easily killed when seen, as they cannot run, and walk slowly about. I have often found it very effective in similar cases. —A. W. L.

THE SHEPHERDESS CROOK.

From a Paris contemporary we learn that an organ du grand lycée londonien has proposed that for the coming season ladies should, when walking, carry shepherdess' crooks, decorated with ribbons or garlanded or both. Our contemporary is anxious to know how the proposal will be received in Paris. It thinks the suggestion worthy of consideration, and draws a fancy picture of Parisian ladies with a buccolic slouch, promenading in the Bois de Boulogne, after the manner of their predecessors in the eighteenth century. It may be taken as an axiom that the shepherdess' crook will not occasion the moral damage to men that the shepherds' crook did in the past. This hair is brought to Hongkong from the interior, and here cleaned and sorted according to length and quality. It is then packed and stored or disinfected, in accordance with quarantine regulations, and shipped to New York. It is said here that the hair can be so treated in New York as to alter its colour and texture, and that it is used in making the switches, cords, and bands which are so fashionable in the United States at the present time! Last spring, when the demand in the United States for false hair began to assume considerable importance, one concern sent a man out here for the purpose of making direct purchases. Other concerns buy through local export houses, for instance.

GOSPEL AIRSHIPS.

The editor of "The Young Man" suggests that the coming of the airship will materially affect the diffusion of the Gospel throughout the world. He looks forward with confidence to the day when the first missionary airship will sail with a cargo of heroic hearts and copies of the Holy Scriptures. Already, he says, the airship can travel one hundred miles an hour. That would mean that the missionary could get to America in a day and a quarter: he could

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C.  
5th Ed. Lieber's.  
P.O. Box, 35. Telephone No. 12.

## NEW ADVERTISEMENTS

IMPERIAL GERMAN MAIL LINE,  
NORDDEUTSCHER LLOYD, BREMEN  
FOR SHANGHAI, NAGASAKI, HIOGO  
AND YOKOHAMA.

THE I.G.M. Steamship

"KLEIST".  
Captain O. Pahne, will leave for the above places TO-DAY, the 30th inst., at 10 A.M.  
For further Particulars apply to NORDDEUTSCHER LLOYD.  
MELCHERS & CO., General Agents.  
Hongkong, 30th June, 1909. [5]

ESTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"EASTERN".  
Captain McArthur, will be despatched as above on WEDNESDAY, 21st July, at NOON.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th June, 1909. [906]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"NAMSANG".  
having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo, impeding the discharge or remaining on board after 2 P.M. the 30th inst., will be held.  
Hongkong, 29th June, 1909. [16]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST".  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 A.M.

All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.  
Ex. S.S. "SACHSEN" from Smyrna via Naples.  
Ex. S.S. "CABOTO" Cattara via Port Said.  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO., General Agents.  
Hongkong, 29th June, 1909. [5]

GILES'S CHINESE AND ENGLISH DICTIONARY

NEW EDITION.

Enlarged, 1,800 Pages.  
THOROUGHLY REVISED.  
Fascicle 1. (296 pages) will be ready for delivery in July.

Price to Subscribers £5.50, payable on delivery of Fascicles 1.

Prospects and Specimen pages upon application.

KELLY & WALSH, LTD.

863.

SUTTON'S SEEDS  
Special Selected Collections  
VEGETABLES AND FLOWERS  
IN AIR-TIGHT CASES.

To be obtained from CHINA EXPRESS CO.,  
Telephone 668. 3, Duddell Street. [50]

GRACA & CO.  
(Established 1896.)

No. 27 DES VŒUX ROAD.

Dealers in POSTAGE STAMPS

AND

VIEW POST CARDS.  
Just Received Selection of SENN'S ILLUSTRATED

POSTAGE STAMP ALBUMS  
of Latest Edition, from \$1.75 to \$16. Each.  
Inspection Invited. [548]

## INTIMATIONS

## NOTICE OF REMOVAL

We have This Day REMOVED our Offices to YOEK BUILDINGS, CHATER ROAD (Top Floor). SCHULDIT & CO. Hongkong, 28th June, 1909. [899]

## NOTICE OF REMOVAL

ROYAL SWEDISH VICE CONSULATE.  
THE OFFICE of the above Consulate has This Day been REMOVED to YOEK BUILDINGS, CHATER ROAD (Top Floor). S. SWART, Vice Consul for Sweden. Hongkong, 28th June, 1909. [900]

## NOTICE

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages. Full Particulars of Securities offered should be submitted to DENNYS & BOWLEY, Solicitors. Supreme Court House, Hongkong, 15th June, 1909. [854]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1909. [483]

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1909. [415]

## SIEN TING

SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [504]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN ARNHOLD, KARBERG & CO. Sole Agents.

A LING & CO.. 19, QUEEN'S ROAD-CENTRAL

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description

A TACK & CO.. FURNITURE & PHOTO GOODS STORE, 26, DES VŒUX ROAD, CENTRAL

SELLERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with "ZEISS," "GOERZ," "ROSS" & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I. ABC. and Engineering Code Use NEW DOCK NOW OPEN. DOCK NO. 3.

Extreme Length... 722 feet Length on Blocks... 714 " Width o' Entrance on Top... 96 " Width of Entrance on Bottom... 88 " Water on Blocks at Spring Tide... 34 "

DOCK NO. 1. Extreme Length... 525 feet Length on Blocks... 515 " Width o' Entrance on Top... 88 " Width of Entrance on Bottom... 77 " Water on Blocks at Spring Tide... 61 "

DOCK NO. 2. Extreme Length... 371 feet Length on Blocks... 350 " Width o' Entrance on Top... 66 " Width of Entrance on Bottom... 53 " Water on Blocks at Spring Tide... 22 "

PATENT SLIP. Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING- or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [605]

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1908. With INDEX. Price \$7.50. On sale at the HONGKONG DAILY PRESS Office. Hongkong, 21st January, 1909. [548]

## FOR SALE

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TWO BILLIARD TABLES, full Size, with all accessories, can be seen at any time. Apply— Box 163, Care of "Daily Press" Office. Hongkong, 25th June, 1909. [890]

## FOR SALE

ELECTRIC PLANT consisting of: TWO 125 Kilowatt STEAM ALTERNATOR SETS, Output, 60 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 30 revolutions per minute, by Messrs. ROBERT & CO., direct coupled to Alternators by Messrs. PHILLIPS, complete with

## ALSO

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE & LINDLEY. For further particulars apply HONGKONG ELECTRIC CO., LTD. St. George's Buildings. Hongkong, 23rd April, 1909. [881]

## THE DAIRY FARM CO., LTD.

SALTED AUSTRALIAN PIGS' TROTTERS.

## 96 CENTS A DOZEN.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMENS & CO. Hongkong, 6th March, 1907. [47]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Boxes and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSGC, at 25, 37 and \$7.50 per Box, 100 SPORTING REQUIREMENTS and AIR GUNS in Variety. Inspection Invited.

W.M. SCHMIDT & CO. Hongkong, 26th October, 1906. [623]

I. WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephones No. 515. [583]

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NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

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The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 21st July, 1908. [1019]

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Apply— T. B. L., Care of "Daily Press" Office. Hongkong, 11th May, 1909. [723]

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HOUSE in KENNEDY ROAD, convenient locality; Electric Light installed.

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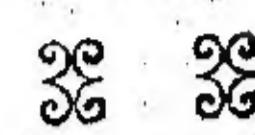
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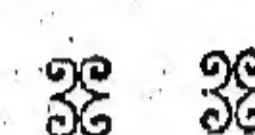
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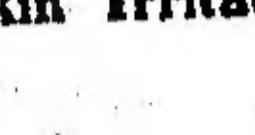
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Which meets your special need?  
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When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

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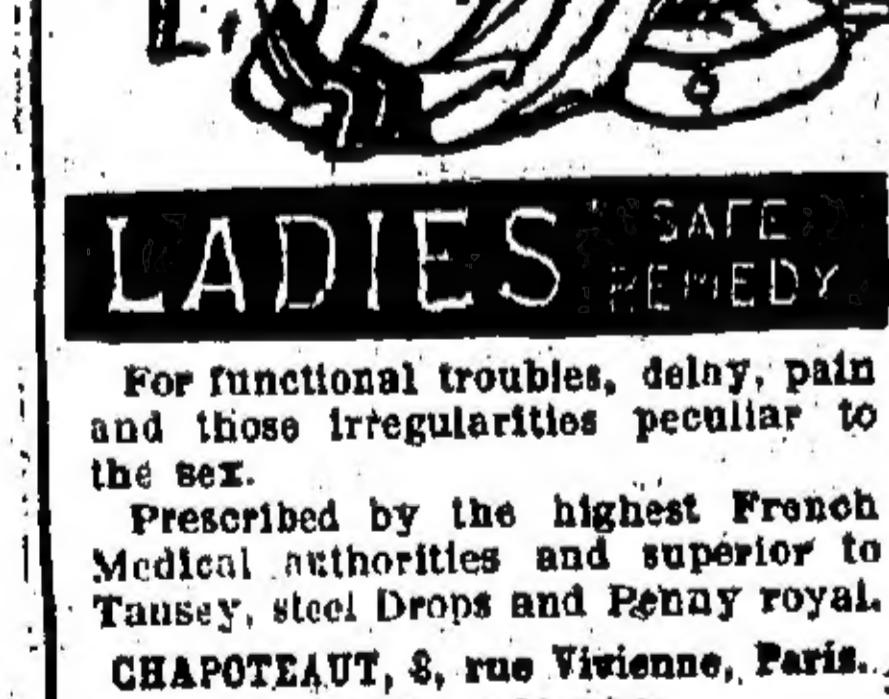
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## REFORM IN CHINA, A TYPICAL MEASURE.

(FROM "THE TIMES" SHANGAI  
CORRESPONDENT.)

Of reforms in China there are two kinds. There is the slowly-moving impulse from below, the result of education and the growth of new ideas acting upon the innate good sense and instinctive morality of the masses, an impulse too strong to be ignored by the ruling class, which in certain of the wider national questions (e.g., the abolition of the classical system of examinations and the suppression of opium smoking) has already achieved notable results. In this popular recognition of the need for change, in the gradual evolution of a national and progressive spirit lies China's hope for the future; and however ineffective at first the machinery of village councils and district assemblies may be in organizing and expressing the aspirations of the people, and preparing for the Parliament to come, it is through these channels that must flow the stream of reform, in an ever-widening current, if it is to flow at all. Though in these makeshifts for popular representation the field of subjects open to public discussion is at first restricted, and the franchise confined to the middle and upper classes, the impulses which have called these new spirits from the vast deep of Chinese conservatism will, in the fulness of time, bring about the real and permanent awakening of the country, but the time is not yet.

THE OLD SYSTEM.

The other type of reform is that which emanates from above, the *lucus a non lucendo* type, as daily manifested in the fine-sounding phrases of Imperial Edicts: the fine flower of Oriental scholarship and statescraft; counsels of perfection, of which every treaty with foreign Powers contains examples: paper reforms, in fact, *non est praefera vitiis*. This is the traditional and classical type of reform, familiarity with which has bred in the people a scarcely veiled contempt, but which is still able to impress the foreign Governments and other detached observers as of hopeful augury. Oftentimes in sympathy with every popular aspiration in the direction of beneficial change, frankly admitting the defects and abuses of the existing order of things, the official reformer, *literatus* or *Mandarin*, bravely advocates in sonorous memorials the measures which command themselves to his sense of expediency or his recognition of impending pressure. And the Throne, no whit backward in the cause of progress, promptly issues the necessary Edicts, and the son of Heaven thus accumulates vicarious merit for virtuous enactments recorded to the credit of the dynasty. Nor does the matter end here, as some might support, for close upon the issuing of the Edict (say within a year) follows the report of the Metropolitan Board or Provincial Vicerey concerned, framing the regulations necessary for carrying the reforms into general effect as part of the law of the land.

It has been said by an acute observer that in framing regulations the modern Chinese official rivals the Japanese, but that in breaking them he has no rival. The statement is, in the main, true, but it fails to allow for the face-saving fact that Chinese regulations of the classical type are invariably drawn up in such a manner as to provide in themselves room and justification for their continuation, or to speak plainly, that regulators and regulated are alike aware that the whole business is part of a time-honoured and solemn rite, intended in no way to deceive the people, but merely to provide the officials themselves with a reason and at the same time an object for existence.

WEIGHTS AND MEASURES.

As illustrating the *modus operandi* of the results of a "paper" reform, I cannot do better than cite one of the most recent examples, viz., the reform of weights and measures. On October 9, 1907, an Imperial Edict, in response to memorials, ordered the Board of Commerce and Finance forthwith to introduce a uniform system of weights and measures throughout the Empire, the standards to be fixed within six months. Here, as it seemed to the uninitiated, was a case of really meritorious initiative and energy; a case in which the Chinese Government, without advice from the foreigner and in the full exercise of her sovereign rights, was about to demonstrate her remarkable and ability to put her house in order. Unlike those far-distant measures which, under pressure of foreign treaties, are destined hereafter to reform the currency, inland taxation, mining regulations, &c., hers was a simple yet far-reaching work of reorganization that China might effect quickly and in her own way.

Accordingly, in May of last year the Ministry of Commerce, presumably after consultation with the provincial authorities, decided upon the units of length, capacity, and weight, by the use of which uniformity of system is to be secured. These are the "Carpenter's Foot," the "Grain Bushel," and the "Treasury Scales" weights. The terms of the Edict would therefore appear to have been promptly and simply fulfilled. It is at this stage that the necessity for regulations makes itself felt, it being evident to the official mind that, without such regulations and explanations of a reassuring nature, it were useless to hope for the abolition of the countless and complicated weights and measures whereby every trader is enabled to "squeeze" the uninformed general and the outsider, in particular. So the Ministry of Commerce issues its regulations. There are only forty of them, but the Ministry is careful to explain that this is only a preliminary draft, and that others will be added hereafter, when the provincial authorities have suggested amendment; for every province is expected to report on the subject before any decision is reached. Nevertheless, there is much food for thought in the forty.

CONFUSED REGULATIONS.

At the outset one observes, running through them all, a feature common to all regulations which provide for possibilities of reform—namely, that, come what may, the change shall not lessen the lucrative opportunities of the official class. On the contrary, the first *raison d'être* of such a change would appear to be to provide new sinecures, to establish new monopolies, and to organize new bureaux (presumably for the consideration of further regulations) whereby employment may be found for hungry "experts." Small wonder then that the first motto of reform in China is *festina lente*, and that the sovereign right most jealously safeguarded is the official's time-honoured right to "squeeze." In the present instance the introduction of the uniform system is proposed to be completed within ten years from the date on which the regulations are finally approved—say, two years after the granting of the Constitution—and in the meanwhile the new standards will come into gradual use: first at Peking and in the provincial capitals and treaty ports, then (three years later) in the prefectural cities, and eventually throughout the country. But, in order that the change may not be too violent, and to conciliate those local susceptibilities which play a prominent part in Chinese affairs, the first year of the reforming process is to be devoted to preliminary work of a kind that should interest and employ a large number of officials. Its

nature and objects are thus described in the regulations:

Regulation 16. Where a particular locality has a special weight or measure established by long custom and which cannot be suddenly changed, a time limit of ten years will be granted from the date on which the Government's instructions have been issued. Only one such specimen standard will be permitted to be preserved in each "place" (N.B. Geographical limits undefined).

At the same time it is to be understood that in any province where the old weights and measures do not differ greatly from the new standards and could easily be exchanged, the local authorities should effect the change as soon as possible without waiting the full ten years.

Regulation 31. The Provincial Bureaux of Weights and Measures (newly created) will send out several experienced delegates to travel through the province and co-operate in selecting the old weights and measures to be retained in use, reporting in one year to the provincial authorities, for report to the Board of Commerce.

At this point the regulations begin to open up a vista of hopeless and interminable confusion sufficient to reassure anyone who dreads the dulness of uniformity.

PUBLIC OPINION.

It would be an insult to the intelligence of any Chinese official to suggest that regulations of this kind are seriously intended to attain the ostensibly desired ends, or indeed that they should serve any purpose other than to impress the "stupid people with a sense of Mandarin activity while creating new and not unprofitable opportunities for the official class. When it is suggested that each district in the land should select one of its weights and measures for use during the transition period, discarding all the others, and that such a procedure commends itself to the official mind as a step in the direction of uniformity, or rather because of their apprehension of the difficulty of introducing the new models at once, the official tongue is in the official cheek, obviously and *coram publico*; and no one is deceived by these manoeuvres. But a reform of weights and measures which solemnly begins by decreeing a ten years' period in which the standards of the capital must necessarily be different from those of the prefectural cities, and the latter different again from those of the rural districts—this is *opera bouffe* of the kind that might lead one to despair of any genuine reform ever being accomplished, were it not for the evidence daily accumulating that the innate good-sense and patience of the people are steadily leading them, despite their rulers, towards the day of better things.

Government for the people in China will come from and by the people, but the Mandarin will oppose it as strenuously as the Russian autocrat opposes the Duma, though by different ways and devices of statecraft. And, for the rest, the people at large are but little disturbed by the myriad regulations of the Government's "paper" reforms.

THE WORLD'S OUTPUT OF COAL.

The 50th general meeting of the Institution of Mining Engineers was opened yesterday in the rooms of the Geological Society, Burlington House. Dr. R. T. Moore, who presided, devoted his presidential address to the subject of the coal output of the world. He said that if they started in the early years of the Nineteenth Century they would be practically at the beginning of the age of coal production. The world's output of coal in 1807 was probably under 15 million tons. In 1897 it was 1,080 million tons, a 70-fold increase. By 1850 the production of coal had risen to 50 million tons, and at that time the production of Great Britain was twice as much as of the rest of the world combined. The output of the United States first surpassed that of Great Britain in 1899, and America now produces 47 per cent. of the world's output. The history of coal in Germany was similar to that of the United States, the figure rising steadily until in 1897 its output reached 202 million tons. There had also been a great increase in the coal production of the British Colonies. In 1871 only one Colony, Australia, produced as much as one million tons, but in 1907 Canada produced 94 million tons, Australia 92, New Zealand 14, South Africa 43 India 11. The combined output of the British Colonies was greater than that of any European country except Germany and Austria, and the British Colonies were now fifth on the list of coal-producing countries in the world. The coal of the Colonies was a valuable asset to the British Empire. Notwithstanding all the economies introduced in coal consumption in various industries the total consumption continued to increase, and the problem was how long the coal would last. In 1892 the Prussian Government prepared the following figures of the amount of coal then existing: The United States, 684,000 million tons; Great Britain, 193,000 million; Germany, 112,000 million; France, 18,000 million; Austria-Hungary, 17,000 million; Belgium, 15,000 million. There was also a very large quantity of coal in China, but there was no accurate estimate of the amount. If the output of coal continued to increase at the present average rate the world's supply would be exhausted within the next five hundred years, but that would continue to increase so rapidly one could hardly believe.

Mr. Robert Nelson read a paper on "Electricity in Coal Mines," dealing with the practical application of electricity to coal mining purely from the safety point of view.

THE OVERSEAS LEAGUE.

The Committee of the Overseas League at a meeting held recently, under the chairmanship of Mr. Byron Braman, adopted a resolution deplored the introduction into Parliament of the Importation of Plums (Prohibition) Bill, 1909, and approving the action of the London Chamber of Commerce in opposing it on the ground that while such a measure can do nothing to save the lives of birds used for millinery it threatens seriously to affect a British industry in the interest of foreign competition, and adds to the trouble that beset the labour market. Further resolutions were adopted urging the establishment of a seminary for Oriental languages, regarding which so many of our Consuls are not British subjects and calling for an improvement in this direction; advocating official recognition in this country of Empire Day; and commending the proposal of Dr. R. Arthur (President of the Immigration League of Australasia) whereby employment may be found for hungry "experts." Small wonder then that the first motto of reform in China is *festina lente*, and that the sovereign right most jealously safeguarded is the official's time-honoured right to "squeeze." In the present instance the introduction of the uniform system is proposed to be completed within ten years from the date on which the regulations are finally approved—say, two years after the granting of the Constitution—and in the meanwhile the new standards will come into gradual use: first at Peking and in the provincial capitals and treaty ports, then (three years later) in the prefectural cities, and eventually throughout the country. But, in order that the change may not be too violent, and to conciliate those local susceptibilities which play a prominent part in Chinese affairs, the first year of the reforming process is to be devoted to preliminary work of a kind that should interest and employ a large number of officials. Its

SHIPPING RINGS.

COMMENTS ON THE REPORT OF THE ROYAL COMMISSION.

The Times, commenting on the Report of the Royal Commission on Shipping Rings, a lengthy summary of which appeared in yesterday's *Daily Press*, says:

"Two of the members, Sir Alfred Bateman and Sir John Macdonald, accompanied by Mr. Webster, the secretary of the Commission, visited South Africa as a Sub-Commission, at the invitation of the South African Government, to take evidence, but the major part of the investigation was conducted in this country. Most business people probably have a fair idea of the nature of the troubles to which the Commission owes its origin, but, for the benefit of those who are only slightly informed on this subject, it may be as well to explain briefly what the dispute is. Shipping 'conferences,' or 'rings,' as their enemies call them, are broadly defined as associations of shipowners whose object is to regulate, or restrict, competition in carrying trade on certain routes. The vessels used by the companies forming the associations are usually, but not always, liners. The objects of the associations are attained by agreements among all concerned in them as to freight rates and ports of shipment, and by various ingenious arrangements for defeating competition."

"The most effective of these arrangements is the system of 'deferred rebates' to shippers, by which the shippers who support the 'conference' lines become entitled to certain rebates on the freight nominally charged, but only receive the cash representing the rebate some months after it has been 'earned.' Thus the 'conference' shipowner always owns the shipper's money, which, by the terms of the agreement, he need not pay if the shipper sends goods by any non-conference line of vessels, except in a few special cases. This is where the 'smarter' aspect of the conference system is to be found, for obviously the shipper can never escape from the conference shipowner without losing money he had expected to receive. The evidence taken before the Commission is not yet published, but the majority and minority reports contained in this important Blue-book, together with the brief 'reservations' made by Lord Inverclyde and Mr. Maddison, appear to supply ample means of forming an opinion as to the facts under investigation."

The views of Sir David Barbour, who advocates restrictive legislation "on the lines" of the Sherman Act, would, if adopted, as the minority report observes, lead among other evils to much litigation, and the signatures of this report are therefore in favour of an attempt to "give effect to a system of conciliation and limited supervision by the Board of Trade." They would have shippers organized into "conferences" to meet the shipowners on equal terms. A very similar recommendation is made by the majority in their report, and it is based on the experience of the shipowners as explained by Mr. Tredwen, the chairman of that association, in his evidence before the Commission. The formation of such associations is not seriously objected to by the shipowners; indeed in many cases they would welcome them. The majority report sets forth at some length the point on which friendly discussion between the parties would probably be most useful, and it also suggests the methods by which the proposed associations should be constituted in the countries where they do not at present exist, and the nature of the support they should receive from the Board of Trade. The minority are of opinion that the proposals of the majority respecting associations do not go far enough. It seems to us, however, that they go a very considerable distance, for they recommend that, in the last resort, the Board of Trade should have power "to appoint a person or persons to inquire into the matter and report to them" and that the Board should, if it thinks fit, submit the whole case to Parliament. This is a fairly drastic proposal. No doubt its strength is somewhat weakened by other passages in the majority report, and that, probably, is one reason why there is a minority report. The most important grounds of difference between the two reports are well stated in the summary of the minority report, which gives a number of reasons for regarding the conference system, with the deferred rebate, as having created "a monopoly the limitations of which are in many cases illusory, and which generally tend to decline." It may be said broadly that the majority report, which is signed by eleven members, of whom three are shipowners, and one, Sir W. T. Lewis, is connected with the shipping interest, gives a rather more favourable view of the results of the conference system than the report of the minority, but it contains some strong remarks on the abuses of the system. It is noteworthy that most of the examples of high-handed treatment of shippers by the conferences come from South Africa, and we cannot help thinking that the powerful personality of the late Sir Donald Currie, who was very much of an autocrat in the conduct of the affairs of the great company with which he was identified, may, in this instance, have had an injurious effect.

Among the distinctly bad results of the conference system as regards South Africa is the advantage enjoyed in certain trades by American shippers. The friends of the system have always made a great point of the fact that the Continent had no advantage over the United Kingdom in the matter of freights to South Africa. This was cold comfort to British shippers, who suffered from the competition, at lower rates, of American manufacturers and merchants.

The majority report says:—"We consider that this is a grave defect in the system, which has, in the past, led to diversion of orders from this country to the United States, who suffered from the competition, at lower rates, of American manufacturers and merchants

## SHIPPING.

## ARRIVALS.

ALEXANDER, U.S. Naval transport, 5,560, E.W. Henriks, 29th June—Manila 26th June, Supplies U.S. Navy.  
BANRI MARU, Japanese str., 2,368, J. Yamada, 29th June—Moj 23rd June, Coal—Mitsui Bansen Kaihatsu.  
HARJUN, British str., 636, J. W. Evans, 29th June—Swatow 28th June, General—Douglas, Lapraik & Co.  
KLEINER, Dutch str., 8,990, O. Pahneke, 29th June—Hamburg 20th May, Mail and General—Melchers & Co.  
NAMANG, British str., 2,951, P. M. B. Lake, 26th June—Calcutta, Penang and Singapore 23rd June, General—Jardine, Matheson & Co.  
NISSON MARU, Japanese str., 3,452, W. E. Filmer, 29th June—San Francisco via Ports 1st June, Mail and General—Toyo Kisen Kaihatsu.  
SINGONIAN, Dutch str., 1,202, H. Vos, 29th June—Tummarang 14th June, Sugar Chinese.  
TAIKOSAN MARU, Japanese str., 2,933, Fukui, 25th June—Mitsi 22nd June, Coal—Mitsui Bansen Kaihatsu.  
TAKASAKI MARU, Japanese str., 2,943, Mockor, 29th June—Kobe 21st June, Mail and Coal—Nippon Yusen Kaihatsu.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
29th June.  
Hirano Maru, Japanese str., for Singapore.  
Katsukawa Maru, Jap. str., for Wakamatsu.  
Kleid, German str., for Shanghai.  
Menelaus, British str., for Singapore.

## DEPARTURES.

29th June.  
ABRAGOM, APCAR, British str., for Singapore.  
BENJIMA, British str., for Bangkok.  
CLARA JERSEN, German str., for Haiphong.  
CHIHLI, British str., for Shanghai.  
CHINHUA, British str., for Canton.  
DAIJIN MARU, Japanese str., for Swatow.  
EASTERN, British str., for Shanghai.  
E. F. FERDINAND, Aus. str., for Singapore.  
FRI, Norwegian str., for Haiphong.  
GENOGLIE, British str., for Amoy.  
HAIYANG, British str., for Swatow.  
KOREA, American str., for Shanghai.  
CRESTER, British str., for Nagasaki.  
SANBEN, German str., for Bangkok.  
TANING, British str., for Manila.  
WELS PRINCE, British str., for Yokohama.

## SHIPPING REPORTS.

The British str. Haiman reports: Fresh S.W. winds and fine.  
The British str. Namang reports: Light South-easterly winds, smooth sea, fine and clear weather.

## VESSELS IN DOCK.

June 29th.  
ABERDEEN DOCK—  
KOWLOON DOCK—Honan, Argus, Tango Maru, Hilary, Hailan, Freya.  
COSMOPOLITAN DOCK—  
TAIKO DOCK—Maple Leaf, Anlai.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"LIGHTNING,"  
Captain A. E. Gentles, will be despatched for the above ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to  
DAVID SASSON & CO., LTD.  
Agents.  
Hongkong, 26th June, 1909. [879]

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA AND MACASSAR.  
Taking cargo to all Ports in Netherlands Indies on through Bill of Lading.

## THE Steamship

"TJIFANAS,"  
Captain A. Pander, will be despatched for the above Ports on or about SATURDAY, 3rd July.

For information as to Freight and Passage, apply to  
Head Agent of the  
JAVA-CHINA-JAPAN LIJN,  
York Building, 1st Floor.  
Hongkong, 23th June, 1909. [902]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"  
Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 10,500 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped from Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT" due in London on the 22nd August, 1909.

Parcel will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 28th June, 1909. [1.]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"  
Capt. W. O. Tyers, will be despatched as above on or about the 12th July.

For Freight apply to  
JAPDINE, MATHESON, & CO., LTD.  
Agents.  
Hongkong, 24th June, 1909. [894]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2" midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str. A.	—	H. W. Konrik, R.N.R.	P. & O. S. N. Co. ....	About 1st July.
LONDON & ANTWERP	ASSAYE	Brit. str. A.	—	Owen Jones, R.N.R. ....	P. & O. S. N. Co. ....	On 10th July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG, &c.	SEGURA	Brit. str. A.	—	Hayes	JARDINE, MATHESON & CO., LTD.	About 20th July.
ANTWERP, ROTTERDAM & HAMBURG, &c.	ISTRIA	Ger. str. A.	k. w.	Brahmer	HAMBURG-AMERICA LINER	To-morrow.
HAMBURG VI. STRAITS, &c.	STRONIA	Ger. str. A.	k. w.	Jäger	HAMBURG-AMERICA LINER	On 20th July.
HAMBURG, BREMEN & HAMBURG, &c.	BEASILLA	Ger. str. A.	k. w.		MELCHERS & CO.	Middle of July.
SCANDIA	SMAM	Swed. str. A.	—		HAMBURG-AMERICA LINER	On 2nd July.
SCANDIA	SCANDIA	Ger. str. A.	k. w.	V. Dohren	HAMBURG-AMERICA LINER	On 4th Aug.
EGOVIA	TOURANE	Ger. str. A.	k. w.	Sabobs	MESSEGERIES MARITIMES	On 6th July, at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	BINGO MARU	Jap. str. A.	—	Lancelin	JARDINE, MATHESON & CO., LTD.	On 7th July, at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CADDIGANSHIRE	Brit. str. A.	—	A. Christensen	HAMBURG-AMERICA LINER	About 12th July.
MARSEILLES, LONDON & ANTWERP	KAWACHI MARU	Jap. str. A.	—	W. O. Tyers	HAMBURG-AMERICA LINER	On 21st July, at D'light.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HIBANO MARU	Jap. str. A.	—	H. Peterson	HAMBURG-AMERICA LINER	About 30th Inst.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	MANSU MARU	Jap. str. A.	—	Wm. Fraser	TOYO KISEN KAISHA	To-morrow, at 5 P.M.
BOSTON & NEW YORK VIA PORTS & SUZU CANAL	P. R. LUPTON	Brit. str. A.	—		MELCHERS & CO.	On 3rd July, at 6 P.M.
ST. PATRICK	ST. PATRICK	Brit. str. A.	—	H. Kirchner	DODWELL & CO., LTD.	On 14th July, at Noon.
EMPEROR OF CHINA	EMPEROR OF CHINA	Brit. str. A.	2 m.		CANADIAN PACIFIC R. CO.	On 14th July.
MONTAGUE	MONTAGUE	Brit. str. A.	1 m.		DODWELL & CO., LTD.	On 29th July.
TACOMA MARU	TACOMA MARU	Jap. str. A.	—	Yamamoto	OSAKA SHOSEN KAISHA	On 29th July.
OKANO	OKANO	Brit. str. A.	—	F. W. Davis	DODWELL & CO., LTD.	On 29th July.
OGANO	OGANO	Brit. str. A.	—	S. Ishikawa	NISSHIN YUSEN KAISHA	On 29th July.
AKI MARU	AKI MARU	Brit. str. A.	—	K. Sato	NISSHIN YUSEN KAISHA	On 29th July.
PRINZ SIGISMUND	PRINZ SIGISMUND	Ger. str. A.	—	D. Lenz	MELCHERS & CO.	On 29th July.
KUMANO MARU	KUMANO MARU	Brit. str. A.	—	N. Mathiesen	NISSHIN YUSEN KAISHA	On 29th July.
TAIWAN	TAIWAN	Brit. str. A.	—	L. Dawson	BUTTERFIELD & SWINE	On 29th July.
EASTERY	EASTERY	Brit. str. A.	—	M. Arthur	GIBR. LIVINGSTON & CO.	On 29th July.
YAWATA MARU	YAWATA MARU	Jap. str. A.	—	T. Sekine	NISSHIN YUSEN KAISHA	On 29th July.
CHUNSA	CHUNSA	Brit. str. A.	—	Sawer	JARDINE, MATHESON & CO., LTD.	On 29th July.
TAMBA MARU	TAMBA MARU	Brit. str. A.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 29th July.
NAGASAKI, KOBE & YOKOHAMA	NAGASAKI, KOBE & YOKOHAMA	Brit. str. A.	—	W. J. Davies	JARDINE, MATHESON & CO., LTD.	On 29th July.
WEIHAIWEI, CHEFOO & TIENSIN	WEIHAIWEI, CHEFOO & TIENSIN	Brit. str. A.	—	T. Sekine	NIPPON YUSEN KAISHA	On 29th July.
TIENSIN VIA WEIHAIWEI & CHEFOO	TIENSIN VIA WEIHAIWEI & CHEFOO	Brit. str. A.	—	E. Forsyth	BUTTERFIELD & SWINE	On 29th July.
SHANGHAI, & KOBE	SHANGHAI, & KOBE	Brit. str. A.	—	R. Money	GIBR. LIVINGSTON & CO.	On 29th July.
SHANGHAI	SHANGHAI	Brit. str. A.	—	R. Smith	DODWELL & CO., LTD.	On 29th July.
ANNU	ANNU	Brit. str. A.	—	O. Pahneke	NISSHIN YUSEN KAISHA	On 29th July.
KLINT	KLINT	Brit. str. A.	—	Peter	JARDINE, MATHESON & CO., LTD.	On 29th July.
SLAVONIA	SLAVONIA	Brit. str. A.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LTD.	On 29th July.
SARDINIA	SARDINIA	Brit. str. A.	—	M. B. Lake	BUTTERFIELD & SWINE	On 29th July.
HUNGAR	HUNGAR	Brit. str. A.	—	T. Arthur	JARDINE, MATHESON & CO., LTD.	On 29th July.
NAMANG	NAMANG	Brit. str. A.	—	Williams	BUTTERFIELD & SWINE	On 29th July.
FOOSHING	FOOSHING	Brit. str. A.	—	Bruno	MESSAGERIES MARITIMES	On 29th July.
LINAN	LINAN	Brit. str. A.	—	M. Courtney	JARDINE, MATHESON & CO., LTD.	On 29th July.
YEDDO	YEDDO	Brit. str. A.	—	Frazier	BUTTERFIELD & SWINE	On 29th July.
CALEDONIAN	CALEDONIAN	Brit. str. A.	—	R. W. Snow	DOUDWELL & CO., LTD.	On 29th July.
YATMING	YATMING	Brit. str. A.	—		NISSHIN YUSEN KAISHA	On 29th July.
YINGCHOW	YINGCHOW	Brit. str. A.	—		BUTTERFIELD & SWINE	On 29th July.
BEANGHAI	BEANGHAI	Brit. str. A.	—		NISSHIN YUSEN KAISHA	On 29th July.
SEANGHAI	SEANGHAI	Brit. str. A.	—		BUTTERFIELD & SWINE	On 29th July.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	Brit. str. A.	—		NISSHIN YUSEN KAISHA	On 29th July.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI, KOBE & YOKOHAMA	Brit. str. A.	—		JARDINE, MATHESON & CO., LTD.	On 29th July.
SWATOW	SWATOW	Dut. str. A.	—		BUTTERFIELD & SWINE	On 29th July.
SWATOW, AMOY, FOOCHEW & SHANGHAI	SWATOW, AMOY, FOOCHEW & SHANGHAI	Dut. str. A.	—		NISSHIN YUSEN KAISHA	On 29th July.
SWATOW, AMOY & FOOCHEW	SWATOW, AMOY & FOOCHEW	Dut. str. A.	—		JARDINE, MATHESON & CO., LTD.	On 29th July.
HOIHOW & HAIPHONG	HOIHOW & HAIPHONG	Dut. str. A.	—		BUTTERFIELD & SWINE	On 29th July.
MANILA	MANILA	Dut. str. A.	—		NISSHIN YUSEN KAISHA	On 29th July.
ZAMBO	ZAMBO	Dut. str. A.	—		JARDINE, MATHESON & CO., LTD.	On 29th July.
TRAN	TRAN	Dut. str. A.	—		BUTTERFIELD & SWINE	On 29th July.
LOONGSHANG	LOONGSHANG	Dut. str. A.	—		NISSHIN YUSEN KAISHA	On 29th July.
EUM	EUM	Dut.				

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	NAMUR	About 1st July	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO PORT	Capt. H. W. Kendrick, R.N.R.	July	Passage.
SAYD and MARSEILLE			
SHANGHAI, MOJI, KOBE, SARDINIA, YOKOHAMA	Capt. G. C. Talbot, R.N.R.	About 1st July	Freight and Passage.
SHANGHAI	DELTA	About 8th July	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 10th July	Sea Special of Call.
Capt. O. Jones, R.N.R.			Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent,

Hongkong, 29th June, 1909.

**CHINA NAVIGATION CO., LTD.  
SAILINGS SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
ILIOILO and CEBU	"SUNGKUANG"	On 30th June, 4 P.M.
SHANGHAI	"UHANG"	On 1st July, NOON.
BATAVIA, SAMARANG and SOERABAJA	"ANHUI"	On 1st July, 4 P.M.
WEIHAIWEI, CHEFOO and TIENSIN	"SHANTUNG"	On 2nd July, 4 P.M.
BOHLOW and HAIPHONG	"HUICHOW"	On 2nd July, 4 P.M.
SHANGHAI	"SINGAN"	On 4th July, D'light
MANILA	"LINAN"	On 4th July, D'light
SHANGHAI	"TEAN"	On 6th July, 3 P.M.
SHANGHAI	"YINGCHOW"	On 8th July, 4 P.M.
MANILA	"CHENAN"	On 11th July, D'light
MANILA, ZAMBRAANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY, TAIYUAN	"TAMING"	On 13th July, 3 P.M.
with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIWAN"	On 19th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, 45 SINGLE and 80 RETURN.  
PHONE 36.

For Freight or Passage apply to—  
Hongkong, 30th June, 1909.

BUTTERFIELD & SWIRE,  
AGENTS.

**(INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)			
FOR	STEAMERS	TO SAIL	
SHANGHAI	"HANGSANG"	Friday, 2nd July, Noon.	
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon.	
SHANGHAI	"FOOSHENG"	Sunday, 4th July, D'light	
SHANGHAI	"YATSHING"	Tuesday, 6th July, Noon.	
TIENSIN via WEIHAIWEI & CHEFOO	"CHIFSHING"	Tuesday, 6th July, Noon.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 P.M.	
KOBE & YOKOHAMA	"HINHANG"	Wednesday, 7th July, 3 P.M.	
MANILA	"LOONGSAMG"	Friday, 9th July, 4 P.M.	
MOJI	"CHUNSAMG"	Sunday, 11th July, D'light	

**RETURN TOURS TO JAPAN.**

OCCUPYING 24 DAYS.

The Steamers "KURSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchow.

Telephone No. 61.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 30th June, 1909.

GENERAL MANAGERS.

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**HONGKONG - MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 3rd July, Noon.
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 28th June, 1909.

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**DOUGLAS STEAMSHIP CO., LIMITED.**

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAC.
"HAIMUN"	SWATOW	WEDDAY, 30th June, at 2 P.M.
"HAICHING"	SWATOW, AMOY & FOOCHOW.	FRIDAY, 2nd July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 30th June, 1909.

**HAMBURG-AMERIKA LINIE  
HAMBURG.**

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Bales to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

**NEXT SAILINGS FROM HONGKONG:**

**OUTWARD.**

FOR SHANGHAI, YOKOHAMA & KOBE:  
S.S. SLAVONIA ... 2nd July  
S.S. ANDALUSIA ... 13th July  
S.S. SAXONIA ... 20th July  
S.S. DOETMUND ... 26th July  
S.S. SEZIA ... 13th Aug.  
S.S. C. FERD. LAEISZ ... 17th Aug.

Further Particulars, apply to

**HAMBURG-AMERIKA LINIE,**  
Hongkong, 30th June, 1909. Hongkong Office. [12]

**HOMeward.**

FOR ANTWERP, ROTTERDAM & HAMBURG:  
S.S. SITHONIA ... 1st July  
FOR HAVRE, BREMEN & HAMBURG:  
S.S. SCANDIA ... 6th July  
FOR ROTTERDAM, MARSEILLES & HAMBURG:  
S.S. ISTRIA ... 20th July  
FOR HAVRE & HAMBURG:  
S.S. BEASILIA ... 20th July  
S.S. SEGOVIA ... 4th August

Further Particulars, apply to

**HAMBURG-AMERIKA LINIE,**  
Hongkong Office. [12]

**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of June	JAVA	Second half of June
TJIPIANAS	SWATOW	Second half of June	JAVA	First half of July
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJILIWONG	JAPAN	First half of July	JAVA	First half of July
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

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**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at 5 P.M.
S.S. AMERICA MARU	6000	" Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	" Oct. 26th, at Noon.
S.S. MANSHU MARU	500	" Dec. 10th, at Noon.

For particulars apply to

K. MATSDA, Manager.  
TOYO KISEN KAISHA, York Building.

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**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

**TRANS-PACIFIC SERVICE.**

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY, AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate time of closing mails at Shanghai via Dalyan and Siberia  
3rd July ... at 8.30 p.m.

FOR	FROM	DATE
SHANGHAI, NAGASAKI, KORE & YOKOHAMA SIBERIAN MAIL TO EUROPE	Kleist	Wednesday, 30th, 9.00 A.M.
Hankow	Hukka	Wednesday, 30th, 9.08 A.M.
Siam, Colombo and Bombay	Takao Maru	Wednesday, 30th, 11.00 A.M.
Swatow and Bangkok	Thorold	Wednesday, 30th, 11.15 A.M.
Singapore, Penang, and Colombo	Rivano Maru	Wednesday, 30th, 11.00 A.M.
Batavia, Cheribon, Samarang, Surabaya and Macassar	Tyndalop	Wednesday, 30th, NOON.
Swatow	Hastum	Wednesday, 30th, 1.00 P.M.
Macau	Fui-i	Wednesday, 30th, 1.15 P.M.
Hokkaido	Sungkang	Wednesday, 30th, 3.00 P.M.
Haihao and Haiphong	Carl Diederichsen	Wednesday, 30th, 5.00 P.M.

## EUROPE, &amp;c., INDIA VIA TUTICORIN

Swatow, Amoy, Foochow and Shanghai  
Moj, Kobe, Yokohama, Honchiku, Seling  
Cebu and Iloilo  
Bangkok  
Macau  
Shanghai  
Moj, Kobe, Yokohama, Honchiku, Seling  
Shanghai  
Macau  
Swatow, Amoy and Foochow  
Aigant, Koror, Yap, Saipan, Lamotuk  
Truk Ponape, Kusae, Jainil, Butaritari  
Tarawa, Ocean Island, Nauru, Simpson  
hafen and Sydney  
Batavia, Samarang and Sourabaya  
Weihaiwei, Chefoo and Tientsin  
Manila  
Batavia, Samarang, Sourabaya and Macassar  
Singapore, Penang and Calcutta  
Shanghai, Yokohama, Kobe and Moj  
Manila  
Macau

SHANGHAI, NAGASAKI, KORE, YOKOHAMA  
VICTORIA AND VANCOUVER, (B.C.)  
(Supplementary mail or board up to the  
fixed for departure. Extra Postage)

## SIBERIAN MAIL TO EUROPE

Shanghai  
Hokkaido and Haiphong  
SHANGHAI  
SIBERIAN MAIL TO EUROPE  
Batavia, Cheribon, Samarang, Sourabaya  
and Macassar  
Shanghai  
Weihaiwei, Chefoo and Tientsin

EUROPE, &c., India via Tuticorin  
Late Letters 11.00 A.M. to Noon Extra  
(Postage 10 cents)  
(Letters posted in all the Pillar Boxes  
a time for the first clearance will be  
included in this contract mail)

Singapore, Penang and Calcutta  
Manila  
Keelung, Shanghai, Moj, Kobe, Yokohama  
Shimoda, Yokohama, Victoria, B.C. and  
Seattle  
Singapore, Penang and Colombo  
Moj, Nagasaki, Kobe and Yokohama  
Kobe and Yokohama  
Shanghai  
Lancaster Thursday Island, Cooktown, Cairns  
Townsville, Brisbane, Sydney, Hobart  
Launceston, New Zealand, Melbourne  
Adelaide, Dunedin, Perth and Fremantle  
Manila

## P. B. Luitpold

Bujua Maru  
Bawri Maru  
Ichang  
Kehelang  
Chi Tai  
Anhui  
Manchu Maru  
Thunay  
Hangang  
Chi Tsui  
Huching  
Germania

Shantung  
Hirshor  
Yensang  
Tipnus  
Lightning  
Assam  
Zafiro  
Sui Tsui

Empress of China  
Footham  
Sangar  
Linan

Tsuhong  
Yasheng  
Chihching  
Tourane

Poohang  
Team  
Tango Maru  
Bingo Maru  
Yasuna Maru  
Hansing  
Yitghow  
Kumano Maru

Loonggang

## COMMERCIAL

## EXCHANGE CLOSING QUOTATIONS.

June 29th.

ON LONDON.—  
Telegraphic Transfer ..... 1/94  
Bank Bills, on demand ..... 1/94  
Bank Bills, 1st 30 days' sight ..... 1/94  
Bank Bills, 4 months' sight ..... 1/94  
Credits, 1st 4 months' sight ..... 1/94  
Documentary Bills, 4 months' sight ..... 1/94

## ON PARIS.—

Bank Bills, on demand ..... 22/2  
Credits, at 4 months' sight ..... 22/2

## ON GERMANY.—

On demand ..... 180/4

## ON NEW YORK.—

Bank Bills, on demand ..... 43/4  
Credits, at 60 days' sight ..... 44/4

## ON BOMBAY.—

Telegraphic Transfer ..... 132/4

Bank, on demand ..... 133

## ON CALCUTTA.—

Telegraphic Transfer ..... 132/4

Bank, on demand ..... 133

## ON SHANGHAI.—

Bank, at sight ..... 74/4

Registration, 30 days' sight ..... 75/4

ON YOKOHAMA.—On demand ..... 85/4

ON SINGAPORE.—On demand ..... 75/4

ON BATAVIA.—On demand ..... 105

ON HAINAN.—On demand ..... 82 1/2 pm.

ON SAIGON.—On demand ..... 82 1/2 pm.

ON BANGKOK.—On demand ..... 85/4

SOVEREIGN, Bank's Buying Rate ..... \$11.20

GOLD LEAF, 100 fine, per tael ..... 858.20

BAR SILVER, per oz. ..... 24 1/2

## OPIUM.

June 28th.

Quotations are:—  
Malwa New ..... \$1,140/1,160 per picul.  
Malwa Old ..... \$1,170/1,200 " "  
Malwa Older ..... \$1,210/1,250 " "  
Malwa V. Old ..... \$1,260/1,320 " "  
Persian fine quality ..... \$1,050/1,100 "

Persian extra fine ..... \$900/1,000 "

Patna New ..... \$990 per chest.

Patna Old ..... \$1,015 "

Patna Old ..... \$1,010 "

## VESSELS EXPECTED.

## THE GERMAN MAIL.

The I.G.M. str. *Prinz Regent Luitpold* left Shanghai via Foochow on the 27th instant at 1 a.m., and may be expected here to-day at 6 p.m.

## THE INDIAN MAIL.

The Indo-China str. *Laising* left Calcutta for this port via the Straits on 15th inst., and may be expected here on or about the 5th prox.

## THE AMERICAN MAIL.

The P.M. str. *Siberia* sailed from Yokohama on the 23rd inst., and is due to arrive at this port on the 6th prox.

## THE CANADIAN MAIL.

The C.P.R. str. *Montreal* arrived Yokohama at 6.30 p.m. on the 23rd inst., and left again at 9 p.m. same day for Kobe, where she is due to arrive at 6 a.m. on the 30th inst.

The C.P.R. str. *Empress of India* left Vancouver s.m. on Thursday, the 24th instant, for Hongkong via the usual ports of call.

## THE AUSTRALIAN MAIL.

The N.Y.K. str. *Yawata Maru* (Australian Line) left Thursday Island for this port via Manila on the 24th inst., and is expected here on the 5th prox.

## THE CHINESE MAIL.

The P. & O. str. *Sardinia* left Singapore for this port on the 25th instant at 8 a.m., and is due here to-day at about 4 a.m.

The P. & O. str. *Staravia* left Singapore on the 24th instant, and may be expected here to-day.

The N.Y.K. str. *Tolomi Maru* (Bombay Line) left Singapore for this port on the 24th instant, and is expected here to-day.

The C.N.C. str. *Linan* left Shanghai on the 27th inst., and is due here to-day.

The C.N.C. str. *Singa* left Haiphong on the 25th inst., and is due here to-morrow.

The Glen Line str. *Clemency* left Singapore on the 25th inst., and is expected to arrive here to-morrow p.m.

The Bank Line str. *Gymneria* sailed from Yokohama for Hongkong via Kobe and Manila on the 5th instant.

The Mexican & Oriental S.S. Line Ltd.'s str. *Ezra* sailed from Salina Cruz on the 24th ult. for Japan and Hongkong.

The Bank Line str. *Kumero* sailed from Nagasaki on the 27th inst. for Hongkong via Manila.

The J.C.J. Lijn str. *Tjimah* left Billiton for this port on the 27th instant p.m., and may be expected here on or about the 4th prox. p.m.

The N.Y.K. str. *Bingo Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 26th inst., and is expected here on the 5th prox.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port via Tuticorin on the 24th instant, and is expected here on the 14th prox.

## INSURANCES.

Canton Insurance Office Co., Limited ..... 10,000

China Fire Insurance Co., Limited ..... 20,000

Okinawa Insurance Co., Limited ..... 24,000

Hongkong Fire Insurance Co., Limited ..... 9,000

North China Insurance Co., Limited ..... 10,000

Union Insurance Society, Limited ..... 12,400

Yangtze Insurance Association, Limited ..... 12,000

## LANDS AND BUILDINGS.

Hongkong Land Invest. Agency Co., Ltd. ..... 50,000

Humphreys Estate and Finance Co., Ltd. ..... 150,000

Kowloon Land and Building Co., Ltd. ..... 6,000

Shanghai Land Investment Co., Limited ..... 78,000

West Point Building Co., Limited ..... 12,500

## MINING.

Socete Francaise des Charb'ges du Tonkin ..... 16,000

Raub Australian Gold Mining Co., Ltd. ..... 200,000

Peak Tramways Co., Limited ..... 25,000

Philippine Co., Limited ..... 50,000

Miner's Refining Co., Limited ..... 7,000

Robinson Piano Co., Limited ..... 4,000

## STEAMSHIP COMPANIES.

China and Manilla Steamship Co., Ltd. ..... 30,000

Douglas Steamship Co., Limited ..... 20,000

Hongkong, Canton & Macao S.B. Co., Ltd. ..... 30,000

Indo-China Steam Navigation Co., Ltd. ..... 60,000

Shell Transport & Trading Co., Limited ..... 2,000,000

Star Ferry Company, Limited ..... 10,000

South China Morning Post, Limited ..... 6,000

Steam Laundry Company, Limited ..... 20,000

## STORES AND DISPENSARIES.

Campbell, Moore & Co., Limited ..... 1,200

Wm. Powell, Limited ..... 15,000

Watkins Limited ..... 10,000

A. S. Watson & Co., Limited ..... 90,000

Weissmann, Limited ..... 175

United Asbestos Oriental Agency, Limited ..... 9,900 ordy.

Union Waterboat Co., Limited ..... 100 fders.

50,000

## WHISKY.

## UNVARIED FOR.

## 150 YEARS.

## THE SAME To-DAY.

## AS IN

## 1745

## BEWARE OF WHISKIES

## Sold under Similar Names.

## Known in Hongkong

## for

## Half a Century.

## SOLE AGENTS IN HONGKONG:

## LANE, CRAWFORD &amp; CO.